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INDIA, AUSTRALIA, &c., and for  
MILITARY RESIDENTS AT THE  
OUTPOSTS  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
**HONGKONG WEEKLY  
PRESS,**  
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"ASIA OVERLAND TRAVEL REPORT,"  
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9.30 a.m.	9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m.	11.00 a.m. to 12.45 p.m. ... Every 10 minutes.
12.45 p.m.	12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m.	1.15 p.m. to 1.45 p.m. ... Every 10 minutes.
1.45 p.m.	1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m.	2.15 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m.	3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m.	5.00 p.m. to 8.00 p.m. ... Every 10 minutes.
8.00 p.m.	8.00 p.m. to 9.00 p.m. ... Every 15 minutes.
9.00 p.m.	9.00 p.m. to 9.45 p.m. ... Every 15 minutes.

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8.45 p.m. & 9.00 p.m. ... Every 15 minutes.  
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9.00 a.m. to 9.30 a.m. ... Every 30 minutes.  
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.00 a.m. to 12.00 Noon ... Every 15 minutes.  
12.00 Noon to 1.00 p.m. ... Every 15 minutes.  
1.00 p.m. to 2.00 p.m. ... Every 15 minutes.  
2.00 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.  
4.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.  
6.00 p.m. to 8.00 p.m. ... Every 15 minutes.  
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Hongkong, 28th October, 1908.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.All letters for publication should be written on one side of the paper only.  
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## MARRIAGE.

On October 29th, at the Peak Church, Hongkong, J. H. KERR to MARY STREET.  
On October 29th, at Shanghai, HENRY WALTER LIVINGSTON, to ALICE, third daughter of Mr. and Mrs. T. MOOREHEAD, J. M. Customs, Shanghai.

On October 17th, at Foochow, THOMAS BROCKERT, aged 60 years.

HONGKONG OFFICE: 10A, DES VOEUX ROAD U.  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 30TH, 1908.

While the British Foreign Office has been occupying itself upon the European complications likely to be brought about by the declaration of independence of King FERDINAND of BULGARIA, followed by the conversion of the districts of Bosnia and Herzegovina, hitherto held by the Dual Monarchy, "in trust" for Turkey, into substantive Austro-Hungarian territory, a minor series of negotiations, yet one not unlikely in the near future to raise complications for our position in India, and Eastern Asia generally, has been going on, practically unnoticed, in Peking. Early in August 1904 a British army took possession quietly of Lhasa; there was no trouble and no fuss, and the troops proceeded to their appointed stations as orderly, and with as little molestation as if they had merely been exchanging barracks. The DALAI LAMA, nominally the head of the Tibetan Administration, had a fortnight previously taken his departure from his capital, and had left the government of the country in the hands of a regency, and, strange to say, every one, so far from feeling anything the worse, in reality felt much more at ease. The story of the occupation needs not to be retold. For the first time within a century a DALAI LAMA had grown to full age, and had entered on the actual administration of the country; ecclesiastical administration had not proved more successful in Lhasa than it had in any other country where it has been essayed; and one of the first impulses of the ecclesiastical ruler of Lhasa was to seek to wriggle out of his engagements to his acknowledged suzerain, the EMPEROR OF CHINA. It was quite true that China's suzerainty had done no good for Tibet, but even from a Tibetan point of view, the direct rule of the DALAI LAMA had proved only a variation as that from KING STOK to KING LOG. For long Tibet had been a closed country to the rest of the world, and under Chinese influence exclusion had become absolute, and for some century and a quarter, not a single European had contrived to break the mystery of the capital. Such a rule, is at best in a state of an unstable equilibrium as an egg temporarily balanced on its small end, where the slightest side strain requires an entire readjustment of the whole; and such Tibet found it.

The prisoner undergoing confinement naturally seeks intercourse with his kind, if not legitimately, in any manner possible, and the DALAI LAMA seized the first opportunity that presented itself and opened a clandestine intrigue with his fellow Incarnation at Urga. Unfortunately the Incarnation had a friend; and the friend, he told the DALAI LAMA, was just the one wanted and would help him to get rid of his two troublesome neighbours, England and China; as a foretaste of what he could do he passed on certain muskets and small arms which he told the confiding DALAI, were only a sample of what he intended to do for him when the time came. Unluckily the little affair got into the newspapers, and the DALAI was asked what he meant; and, being unable to give any reasonable explanation, the troops went up into Lhasa.

On the 7th September 1904 there was signed a formal treaty, neither very exacting nor very hard. A small indemnity was to be paid, and till it was discharged British troops would occupy the Chumbi valley; trading stations were to be established at two places, Gyantse and Gartok, and the road through the Chumbi valley was to be kept open as a trade route. Moreover, as a security for the Indian frontier, no concessions were to be made to any foreign Power for railways, mines or telegraphs, unless with the knowledge and consent of the Indian Government. It will be seen that in this there was nothing to derogate from the dignity of Tibet as an independent nation, nor to hurt the susceptibilities of any foreign Power whatever. The indemnity, after consultation with the Chinese Resident, who thought it entirely inadequate, was placed by Colonel YOUNGHUSBAND at £500,000 sterling, 7½ lacs, and, at the suggestion of the Tibetans, seventy-five years were given for its payment; but it seems it was understood that it might be repaid at any time convenient. The Cabinet selected by the late Sir HENRY CAMPBELL-BANNERMAN was then in power, and no sooner had it received a telegraphic summary of the treaty than it at once telegraphed back, ordering the indemnity to be reduced to £25,000 sterling—and this without affording Col. YOUNGHUSBAND any means of explanation. Up to this the Chinese Government had been well content with the result, but seeing with whom it had to deal it would have surpassed Chinese human nature had it not sought to take advantage of the weakness of the British Government. The first thing it did was to offer to pay the indemnity in three instalments which in the absence of any understanding to the contrary could not be refused. Having occupied this strong point it was able to get its own suzerainty as quietly acknowledged in the widest sense. It might be, and probably was, the fact, that England was thoroughly tired of the whole business, and was glad when China offered to take it off her hands. Be this as it may, it was not the act of a wise ministry to yield up its acknowledged rights without some understanding as to the use to be made of them; which is, in fact, what has been done, and so the matter rests apparently for the moment, China feeling herself at liberty to make any arrangements she thinks fit for a country for some nine hundred and odd miles counter-marching with India.

As stated above, when the British troops entered Lhasa, they found the DALAI LAMA gone, and it appeared that he had gone to be near to his fellow Incarnation at Urga. Naturally this was not a solution desired by either England or China, and the first reply to it was the formal deposition of the DALAI LAMA by proclamation of the Chinese AMBAN from his former temporal authority; which took place on the 11th September. But however formally, and the more formally the worse, such a deposition may be made, the influence which the incarnation of AVALOKITESHVARA can wield in his

spiritual supremacy is more than the proclamation of a Chinese Emperor can control, and for the last three years by every means in its power, the Chinese Government has been trying to cajole the DALAI LAMA to return to his deserted flock, but TUNDAN GRATSO, the Lama, has been as coy as the Chinese Government has been persuasive, and it was only within the last few weeks that the last scraps of the Pontiff have been overcome, and he consented to be lured into Peking. It is in some quarters believed that the most tempting bait held out to His Holiness has been the annulment of the formal Treaty made with Great Britain during his absence, and it is said that the course of the negotiations in Peking would seem to indicate that Peking, rightly or wrongly, has indicated to him that he goes back to Lhasa free of every engagement whatever towards England. Now, it seems that the doctrine of the Foreign Office has been that, regardless one way or the other of the Chinese agreement, so far as the treaty with Tibet is concerned, its plain meaning and intent still held good; but is this really the case? Certainly, if the facts are as stated, China does not hold so, for her negotiations with the DALAI LAMA have been carried on entirely without consultation with the British Minister. The fact rather seems to be that, first through the action of His Majesty's Government in discrediting their own plenipotentiary; and since by its weakness in permitting the recent negotiations with the DALAI LAMA to be carried on in Peking under the eye of our own Minister Plenipotentiary, yet without any consultation or interference on our part, we have practically torn up and treated as waste paper the whole of our formal treaty with Tibet. At the instant this may be a matter of little moment, but in the readjustment of foreign affairs all the world over, who can tell what to-morrow may turn up, and in what awkward position the next day may find us as to our relations with our Tibetan neighbour? The whole affair may best be described as a Foreign Office bungle of the worst type.

Some Chinese gunboats were present at Hanti to prevent any possible disorder during the regatta.

Mr. Werner Laurie is about to issue a popular edition of Mr. Philip Sargant's successful book "The Courtships of Catharine the Great."

At the Magistrate yesterday Mr. J. R. Wood sentenced two natives, who were found guilty of returning from banishment, to six months' imprisonment with hard labour.

The following typhoon warning was received at the American Consulate last night:—"Typhoon East of the Ladrones on Mariana Islands, direction unknown."

Mr. Tighe Paxton, a partner in the London firm of Weddell, Turner & Co., and Honorary Commissioner for Tasmania, has arrived in Hongkong and is staying with Mrs. Paxton and family at the Peak Hotel.

Sir Haviland de Saumarez, the Judge of His Majesty's Supreme Court for China and Korea, was operated upon a month ago for appendicitis at the Victoria Cottage Hospital in Guernsey. He was reported to be progressing favourably when the last mail left.

A native was charged before Mr. J. B. Wood at the Magistrate yesterday with snatching a purse containing money and other articles from Sister Richards of the Government Civil Hospital. The hearing of the charge was adjourned.

The "golden wedding" announcement is made of Mr. and Mrs. John B. Hooper formerly of Shanghai, who are now living at Dunedin, New Zealand. They were married on October 25th, 1853, at Holy Trinity Church by the Bishop of Hongkong.

Captain Lyon, the newly appointed Commodore, arrived yesterday by the "Delhi." The Commodore is accompanied by Mrs. and Miss Lyon. Mrs. May, Mr. Gompertz and Mr. and Mrs. Murray Bain returned to the Colony by the same steamer.

As the result of the recent quarrel between a number of coolies at the Peak, two of their number who took part in the fight—Ku Lung and Li Shek Shui—were placed before Mr. J. B. Wood at the Magistrate yesterday on a charge of murder. Formal evidence was heard and the case adjourned.

The bodies of the Japanese soldiers who died while in captivity in Russia were disinterred a month ago with all honours, in the presence of representatives of the Embassy and the local authorities. As the Russian law forbids incineration, the remains were to be sent to Hamburg to be buried, and the ashes shipped to Japan.

The Pacific Mail steamer "Manchuria," which sailed from Hongkong on September 30th (three days ahead of regular schedule) in order to get overland shipments delivered to the rail lines before the new ruling of the Inter State Commerce Commission went into effect on November 1st, arrived at San Francisco on October 27th, allowing ample time to effect the transfer of the overland shipments to railroads under the old rates.

Professor Charles Dickson West, of Tokyo Professor of Engineering in the college there, who died on January 9, aged 61, son of the late Dr. John West, Dean of St. Patrick's, left personal estate in the United Kingdom valued at £18,427 11s. 1d., of which £276 is English estate.

The Honorary Freedom of the Borough of Taunton was conferred upon Sir Robert Hart, "in commemoration" of his connection with the town as a pupil of Queen's College, formerly the Wesleyan College, and in cordial recognition of his long and distinguished service in China in various high and important positions.

The manager of the Herbert Withers Concert Company writes from Colombo that the Company will shortly visit Hongkong. The Company is described as being in the individual rating of the artists and the even balance of the party, as a whole, the very best concert attraction ever yet brought to the Far East.

An open-air concert is announced for Wednesday next on the grounds of the United Services Recreation Club. A grand concert is also announced to be held at the Theatre on Saturday, November 21st, in aid of the Soldiers' and Sailors' Home. Both concerts are under the patronage of H. E. the Governor.

Our readers will be interested to learn that, though it was not possible for the sculptor (Mr. G. E. Wade) to despatch the statue of the Princess of Wales to Hongkong with that of the Queen which has already been forwarded, the former was in the hands of the founders when the last mail left and will be completed as soon as possible.

A dance was given on board H.M.S. "Flora" at Shanghai on the 22nd inst. The hostess for the evening was Mrs. A. H. J. Pitt, in honour of whose recent marriage the dance was given and among the numerous guests were the American Consul-General and Mr. Denby, Sir Reginald Pole-Carew and Lady Pole-Carew, Heri Micolov Kobr, and the Captain and Officers of the French Cruiser *Breus*.

The *Outfitter* of September 23rd contains a view of the main store of Messrs William Powell & Co., Ltd., in Hongkong and a descriptive article which concludes with the information that the firm hope in the near future to concentrate the whole of their business under one roof, when the fittings and general construction of the outfitting and tailoring department will correspond with that of the main shops.

A new pattern of field-cooking apparatus is being introduced in Japan, which is greatly superior to the old pattern in durability, saves 50 per cent. of time and fuel, will burn coal or any other kind of fuel, requires fewer men to work, and can be transported by a team of four horses instead of six. A meal for 600 men, consisting of approximately six bushels of rice and 600lb. of fish, can be prepared in 2 hrs. 40 mins., at an expenditure of about 16lb. of fuel. The boilers are to be fitted with filtering apparatus, so that a supply of wholesome water will always be available irrespective of locality.

The following dined with H.E. the Governor at Government House last night:—Mr. Mrs. and Miss Chatham, Mr. E. A. Hewitt, Mr. and Mrs. Conrad-von Wisner, Commander Heard, R.N., Commander Barrett, R.N., Lieut. R.E. and Captain Battersby, R.N., Lt. Col. Brooke, R.E., Captain Battersby, R.A., Captain and Mrs. Pecktor, Mr. Gray Scott, Mr. and Mrs. Gale, Mr. and Mrs. Fisher, Mr. and Mrs. Jaffé, Mr. and Mrs. House, Rev. and Mrs. Ennis, Mr. E. C. L. Lewis, Mr. and Mrs. Harris, Mr. and Mrs. Northcote, Mr. and Mrs. Clothier, Mr. Simson, R.A., Mr. Ralphs.

## A WEDDING AT THE PEAK.

There was a quiet wedding at the Peak Church yesterday, Mr. J. H. Kemp, First Police Magistrate, being married to Miss Mary Stuart who has just recently arrived from England. Mr. J. R. Wood was the best man, and the bride was given away by Mr. L. Gibbs. The Rev. J. H. France conducted the marriage ceremony. The happy couple afterwards received the felicitations of their friends at the residence of Mr. and Mrs. Gibbs, and later left for Macao on the honeymoon.

## DR. SVEN HEDIN IN HONGKONG.

Dr. Sven Hedin, the famous explorer of Tibet, arrived in the Colony yesterday by the P. and O. mail steamer "Delhi," and became a guest of His Excellency the Governor. The distinguished visitor goes northward to-day by the same steamer homeward bound via Siberia. Dr. Sven Hedin has made valuable discoveries in Tibet which will be important to England from the strategic point of view. He spoke Yarkandi during most of the journey, and he describes the Tibetans as most friendly, adding, however, that the orders regarding foreigners are most strict. He was obliged, therefore, to burn all his clothes and English boxes, and conceal his maps in sacks of rice. He had also to live on the grain foods of the country. He has, however, saved his valuable maps.

## MILITARY TATTOO.

The farewell tattoo of the Middlesex Regiment took place on the ground of the Hongkong Cricket Club last evening, and was witnessed by a large attendance of spectators, who lined the fence and filled the pavilion, while many to obtain a better view took up a position on the roof, which was reached by means of a ladder. The veterans were also filled. At ten o'clock, when the tattoo started, the cricket ground presented an animated and pretty appearance, the performance of the soldiers with their various-coloured Chinese lanterns, combined with the excellent music of the band, involving the applause of the large attendance, which included the guests of the dinner at Government House.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## A SUFFRAGEITE DEMONSTRATION.

LONDON, October 29th.

The Suffragettes have again made a demonstration at the House of Commons, where many of them padlocked themselves to the grille.

## PACIFIC BULGARIA.

LONDON, October 29th.

Bulgaria has agreed to the demand of the Powers.

[REUTERS SERVICE.]

## TAXATION IN JAPAN.

LONDON, October 27th.

Mr. McKinnon Wood, Under Secretary for Foreign Affairs, replying to Mr. H. Nield, Conservative Member for Ealing, said that he understood Japan to be preparing an answer to the protest of Great Britain, France, and Germany relative to the State Municipal Income Tax. He further stated that no attempt on the part of Japan had been made to evade the award of The Hague regarding the taxation of the foreign concessions, in regard to which there was merely a difference of opinion relative to the interpretation of the terms of the award.

## THE EUROPEAN SITUATION.

LONDON, October 27th.

Affairs in the Balkans continue complicated and precarious, and much depends on Germany's advice to Austria.

Germany, in an official statement which has been published in Berlin, does not object to the principle of the conference, but she cannot assent to the proposals for a discussion to which Austria objects. These points must be the subjects of further negotiations, in connection with which Germany and Russia would persevere in an endeavour to reach a peaceful and just solution.

The British Foreign Office has issued a denial of the statements that the interruption of Turco-Austrian negotiations is due to the advice and influence of the British Government, whose opinion is that a direct arrangement would smooth the way to a general settlement, but Turkey is the judge of her own interests.

## RUSSIA AND PERSIA.

LONDON, October 27th.

Sir Edward Grey, replying to Mr. Dillon in the House of Commons, said that Russia had moved 400 men to the Persian frontier, but had ordered them not to cross the border unless Russian lives at Tabriz were endangered.

Great Britain could not refuse Russia the right to protect her subjects in Persia, which we ourselves claimed, and he asked the House to admit that Russia had acted in the spirit of the convention.

## THE CANADIAN ELECTIONS.

LONDON, October 27th.

The elections in Canada give ample vindication of Sir Wilfrid Laurier's administration. Sir Wilfrid has been elected at Ottawa; and though the returns for East Quebec are incomplete, they indicate a majority in his favour of fifty votes against sixty-six previously Columbia, representing the Oriental immigration policy of the Government, has returned four oppositionists.

[FROM THE "MANIL CHRONICLE"]

## MR. LUKE WRIGHT SUPPORTING MR. TAFT.

New York, October 20th.

The rare spectacle of a southern statesman appealing to the people of New York to vote the Republican ticket is being presented these days. Honorable Luke E. Wright of Tennessee, a Democrat, an ex-Confederate soldier, is making a stump tour through the State in the interests of the Taft ticket. Secretary Wright is one of the most forceful speakers in the Cabinet and he is making some telling addresses. While he is probably as well acquainted with the Republican candidate as any man in public life, he makes his appeal to the voter not only from the standpoint of his knowledge of the issues as well. Secretary Wright talks from the standpoint of a converted Democrat and his appeal for votes is having a decided effect.

## WEDDING GIFTS.

Mr. and Mrs. Winston Churchill's wedding presents numbered over 700. A study of the lists reveals the public taste in gifts, as demonstrated by the following table:—

Caudles and candles	27
Cigarettes and cigar cases	10
Umbrellas and walking sticks	9
Silver trays	14
Clocks	16
	13
	12

## CANTON.

[FROM OUR CORRESPONDENT.]

October 28th.

## THE OPIUM CRUSADE.

At a general meeting of the Association for the suppression of Opium Smoking the other day an official who was present said that it had been the earnest desire of the Emperor to suppress opium smoking. As His Majesty had already issued several Edicts commanding the suppression of opium smoking it was the duty of the officials to see that the Emperor's wishes were properly carried out. The speaker further said that Wong Tsoai, Chief Superintendent of Police, had given him verbal instructions to inform the members of the Association that although many deputies had been appointed to make strict inquiries to find out if any of the officials continued to indulge in that evil habit, it was yet feared that their efforts would not be effectual. Wong Tsoai had therefore requested him to ask the members of the Association to assist the officials in the investigation to discover if any of the officials from the rank of sub-Prefect downwards, whether holding permanent positions or waiting for appointments, indulged in the baneful habit of smoking opium. If any of the members of the Association had substantial proofs that any of them still continued to indulge they were respectfully requested to telephone to the Chief Police Station at any hour of the day or night and upon receipt of such information the Chief of Police would immediately attend to the matter and see that the delinquent official was severely punished.

[Note. The Chief Superintendent of Police is an official of the fourth rank and only has jurisdiction over officials under that rank; hence his instructions "to investigate and find out if any of the officials from the rank of sub-Prefect downwards."] ]

## AMBITION OVERLEAPING ITSELF.

A local Chinese newspaper here says that of the four gunboats ordered by the Provincial Government from Hongkong last year for patrolling the West River, the two built by the Chinese firm of Kwong Hip Loong have a greater speed by two knots an hour than the vessels built by the Hongkong and Whampoa Dock Company Limited. This, says the writer, shows that the work of the Chinese firm is much superior to that of the foreign firm. The article proceeds to say that the Chinese have hitherto recognized the superiority of knowledge and workmanship of foreigners in the manufacture of all kinds of articles as well as in the construction of vessels; consequently the Chinese people have preferred and striven to purchase foreign manufactures thus allowing enormous profits to go to foreign countries. Foreigners know that the Chinese are an intelligent race and they have been alarmed at their potentialities. The only drawback of the Chinese people is that they do not take sufficient trouble to thoroughly investigate things and they have therefore accepted a back seat amongst the nations in the world—not because foreigners are in any way inferior to the Chinese. Of recent years China has been seriously intent on progressing, but the knowledge of the people in the manufacturing line is still young and tender. Now note, for example the "fact" that the two vessels constructed by the Kwong Hip Loong in Hongkong surpass in speed those built by the leading foreign shipbuilding firm in that Colony. Who can say that there are no clever men in the State of China? Why should we yield to foreigners as the only people who are capable of building battleships and steamships? On this occasion, concludes the writer, our countrymen have displayed extraordinary talent and ability and we trust that in future the high officials will encourage our countrymen by placing orders with them for the construction of vessels for the Government, and we also hope that our merchants will establish steamship concerns to compete with the foreigners in the steamship trade on the Pacific.

## IN THE PUBLIC INTEREST.

When Mr. H. L. Fletcher, Lloyd's Surveyor, was called as a juror at the Supreme Court yesterday, he asked his Lordship's permission to stand down owing to pressure of work.

His Lordship—I am always particularly anxious to excuse from the jury anybody alone in a business in which the public is interested, and if his serving will involve any delay to the public, I think Lloyd's Surveyor should be excused. (To Mr. Fletcher)—Are you the only surveyor here?

Mr. Fletcher—Yes, my Lord, and I could not appoint anybody without permission from London.

His Lordship—What is your work?

Mr. Fletcher—Surveying ships.

His Lordship—How often do you do that?

Mr. Fletcher—Every day.

His Lordship—I think this is a case in which the public is sufficiently interested to excuse you. You can leave.

## AFTERNOON TEA IN THE CLOUDS.

This, says the Paris correspondent of the *Daily Mail*, promises to become a popular function with the fashionable "sport women" of Paris. There are at least fifty ladies in the capital who make occasional aerial excursions, the more daring by themselves, the others accompanied by their husbands. So attractive has ballooning become that a new aerological society, the *Femina Club Aeronautique*, has just been founded. Its object is to organize trips in the clouds, and the membership is confined to women. Among the known aeronauts in France is Mme. Surcouf, wife of the distinguished aeronautical engineer. She has a long record of ascents to her credit, and has travelled many hundreds of miles in the air in all sorts of weather. When friends call upon her Mme. Surcouf frequently takes them for an excursion in one of her husband's balloons, and instead of having tea at home they take it in cloud-land while sailing through space two or three thousand feet above the ground.



## SUPREME COURT.

Thursday, October 26th.

IN CRIMINAL JURISDICTION.

BEFORE SIR FRANCIS PIERCE  
(CHIEF JUSTICE).

## ALLEGED MANSLAUGHTER.

Chung I was indicted on a charge of manslaughter in connection with the building collapse at Shaukiwan. Prisoner, who was not defended, pleaded not guilty, stating that the typhoon brought about the deaths of the 17 persons killed.

The following jury was empanelled:—J. Whitell (foreman), N. F. B. Harris, E. S. Ford, F. H. Hickman, J. E. Danielson, W. Nichols and F. T. Chapple.

Hon. Mr. W. Ross Davies, K.C. (Attorney-General), who was instructed by Mr. F. B. L. Bowley (Crown Solicitor), stated that this case arose out of the typhoon of the 27-28th July, the defendant having been committed by the Police Magistrate, sitting as coroner, under the Coroner's Ordinance of 1893, after the death inquiry which had been held concerning the deaths of these people. The Coroner's jury found a unanimous verdict of gross negligence, which in point of law amounted to manslaughter. Manslaughter was a crime of various categories. It was defined as unlawful homicide without malice aforethought. Malice was the main ingredient in murder, and the absence of malice constituted manslaughter. A lawful act, improperly performed, might amount to manslaughter, and a man by neglect of his duty might render himself liable to be convicted of manslaughter. In such a case there had to be negligence so great as to satisfy the jury that the defendant had a wicked mind in the sense of being reckless and careless whether death occurred or not. The facts of the case were that at about 1.45 on the morning of the 28th July, when the typhoon was blowing with its greatest violence, the back wall of a block of five three-storeyed houses at Shaukiwan collapsed and fell on to three small houses and a boat builder's shed, killing 17 people. The five three-storeyed houses, the back wall of which collapsed, faced the main road. The lot on which these buildings stood was not in the old village of Shaukiwan, but in what was known as Shaukiwan West, a district which had recently become of importance on account of the construction of the tram line, and its proximity to the new dock at Quarry Bay. It appeared that in July 1902 the owner of this lot gave notice to the Building Authority, under the Building Ordinance of 1891, at that time in force, of his intention to construct Chinese dwelling houses, of three storeys. Plans were prepared at that time by Mr. Brotherton Barker, the architect, were submitted, and after certain alterations were found to be in accordance with the Building Ordinance, and permission was given to begin building in August 1902. The owner, it appeared, after submitting the plans changed his mind, and instead of erecting ten houses which would have covered the whole of the lot, he erected five houses only, and on that side which fronted the main road, leaving the three old houses and the boat builder's shed standing below on the remainder of the lot. The back wall of the new houses was built almost back to back with the back wall of the old houses, but of course, at a very much greater height. Having got the plans passed, Mr. Barker, the architect, had nothing further to do with the work which was taken in hand by the owner. In this case no kind of responsibility attached in any way to the architect. The plans were taken in hand by the owner, who engaged the defendant (formally a stone mason, and subsequently a building contractor) to build the lower portion of the houses, advise him in their construction, the materials used, and generally to supervise. The defendant in his evidence before the Coroner said he lived near the houses while they were being erected, and only left when they were finished; and he exercised a general supervision over the bricklayers and other workmen. He took upon himself the full responsibility for the construction of the work, for the materials that constituted it, and so forth. The walls of the first storey were constructed of red granite, and the upper portions of red brick. The defendant supplied the granite and labour, while it appeared that the owner bought the lime, and also purchased the bricks on the advice of the defendant. Shortly after the buildings were started the Public Health and Building Ordinance of 1903 was passed, but no question really arose in regard to it as the owner voluntarily amended his plans of building to comply with the new Ordinance. On June 3rd, 1903, Mr. Tooker, on behalf of the Director of Public Works, signed a certificate to the effect that the five houses had been built in compliance with the provisions of the Building Ordinance of 1899. This was after the buildings had been inspected by Mr. Haggard, an assistant engineer in the Public Works Department, who was then employed under Mr. Tooker to carry out the provisions of the Building Ordinance. It would be seen therefore, from the certificate which said that the work had been carried out in compliance with the provisions of the Ordinance, that the houses were designed according to law. He used the word "designed" advisedly, because the defendant's construction showed that the buildings had been designed according to law, but an examination after the collapse, showed that the rear wall which fell was very badly built, both construction and materials being faulty.

His Lordship—When was that discovered?

The Attorney-General—After the collapse.

This wall, if properly built, would have been a very substantial structure which ought to have withstood almost any typhoon.

Certain expert witnesses will be called to prove that the law has not been complied with.

His Lordship—You allege the wrongful act occurred on 28th July, 1906. Is that right? The neglect would have been in 1903.

The Attorney-General—As a result of the neglect in 1903, these deaths were caused in 1906.

His Lordship—The negligence was not committed in 1903. I don't think, in a criminal indictment, you can omit a definite statement as to when the negligent act was committed. In civil law, yes; but not in criminal law.

The Attorney-General—If your Lordship thinks it would be more correct to put the date at the time the buildings were completed, I would apply to amend the date.

His Lordship—I agree with what the prisoner pleaded; that it was the typhoon that caused the collapse. The charge should have been that he was negligent in 1903.

The Attorney-General—I hardly see how that will work out. The result of the negligence was not caused in 1903.

His Lordship—The prisoner is quite right in saying the typhoon did the damage in July 1906.

The Attorney-General—As your Lordship knows, in old indictments for manslaughter it is customary to set out the alleged act in *extenso*, and to connect it with the death of the party concerned. Under the existing state of things it is only necessary to allege the killing and slaying.

His Lordship—Then the date should be omitted altogether.

The Attorney-General—It might be met, with your Lordship's consent, by inserting "between the dates of August 1903 and July 28th 1906."

His Lordship—I don't think in criminal law you can say there is any continuing act. If he is liable at all, he is liable for the consequences of his negligent act in 1903.

The Attorney-General—We allege only the 1903 date, nothing has happened. We cannot allege in the indictment that in 1903 he brought about the death of these people.

His Lordship—The negligence in 1903 brought about the deaths of these people in 1906?

The Attorney-General—I will ask your Lordship's permission to put it in this way: In some day or days between August 1903 and July 1906.

His Lordship—That wouldn't do. He enclosed the houses altogether and gave up supervision in 1903 on a certificate being given by the Public Works Department. What powers of amendment have I got?

The Attorney-General—A general power to amend any indictment.

The Attorney-General again proceeded with his address, stating that defects in material construction would contribute to the fall of the wall in a gale. Witnesses would tell the jurors the way a wall should be built to comply with the terms of the Ordinance.

His Lordship—I am afraid I must interrupt you again Mr. Attorney. We must get the proceedings quite right. This is not a prosecution under the Statute, but a prosecution at Common Law.

The Attorney-General—I don't think your Lordship quite apprehends my point. Where the Statute imposes a duty on a man in the nature of a building and that Statute is ignored, there is evidence of negligence. He might perform a lawful act in a negligent manner which may cause death. I am most anxious to put everything before the jury, and regret the fact that the prisoner has not got counsel.

His Lordship—Therefore it is my duty to point out technicalities. The jury must understand that violation of the Ordinance is only a step towards proving negligence.

The Attorney-General—Supposing the Ordinance did not exist, it would be my duty to submit that if the wall was constructed in a grossly negligent manner, as the prosecution say it is, this man would be guilty of manslaughter.

At the time of the typhoon the wall was only five years old, and according to the evidence of witnesses for the Building Authority, the mortar ought to have been at its maximum strength. It had had plenty of time to set, but not enough time to deteriorate. With reference to the position of the Building Authority, under the Ordinance of 1899 the Surveyor-General, who is now the Building Authority or Director of Public Works, is empowered to enter, inspect and survey every building or work during its progress, and to stop the work until any contravention of the Ordinance has been rectified.

At the time of the construction of these buildings the building staff was very much undermanned, and undoubtedly there was not the same machinery for inspection of buildings as exists at the present time. Mr. Haggard, who at that time was employed under Mr. Tooker, stated that he did not inspect these buildings until after the 23rd May, 1903, when he received a formal request from the owner to inspect the houses and issue a certificate. He made an inspection of the buildings, which were then completed. At that time he was not permitted to cut into a wall, so that his inspection was necessarily superficial, and it was almost impossible for him to detect flaws in the construction of the wall.

His Lordship—As I read the section, the duty is imposed on the Surveyor-General's department to enter and inspect the progress of the work. I supposed, as you had opened this case of gross negligence, that this insufficiency of mortar would have been discovered, but it could not be, as you now say, because there was a superficial inspection after construction, owing to an insufficient staff in the Public Works Department to carry out the duties laid on it by the Building Ordinance.

The Attorney-General—The jury may be possessed of all the facts I know on the subject. But I submit that any want of duty on the part of Government officials does not exempt the contractor of the buildings from his negligence in the primary duty that is placed upon him.

His Lordship—It makes it all the more necessary to prove gross negligence.

The Attorney-General—I am perfectly aware of that. And I know it very naturally would be urged that it is the duty of the Building Authority to discover whether the work had been neglected and, if it had, to refuse to issue a certificate.

His Lordship—That inspection could only be superficial, because it was not made until the work was completed.

The Attorney-General—The neglect of the Building Authority would not excuse even the primary duty that is placed upon the contractor by the Ordinance, and apart from that, in his ordinary capacity as a builder. Considerable changes have since been made both with regard to the construction of buildings and their inspection by the Government. No building can now be passed as habitable unless an authorised architect has certified that the conditions of the Ordinance have been complied with, and cutting into walls with a view to inspecting their construction is now permitted. A contractor, or a man who takes upon himself the construction of works, has to see that they are properly carried out.

His Lordship—It seems to me, Mr. Attorney, that the jury might just as well have found a verdict of manslaughter against the Surveyor-General or the Director of Public Works.

The Attorney-General—The jury may add a rider to that effect.

His Lordship—I mean the Coroner's jury.

The Attorney-General—Continued—There is no crime that varies in degree like manslaughter. The question of punishment in these cases is purely one for the Court. A man may be guilty of a most serious case of manslaughter, in which the Court would be justified in sentencing him to penal servitude for life. In cases of gross negligence the Court frequently exercises its discretion by imposing a day's imprisonment or a fine.

His Lordship—There is no case in which a fine could cover gross negligence.

The Attorney-General—If it is not gross negligence it is not manslaughter.

Evidence was then called which was of a similar nature to that adduced at the Police Court.

Mr. H. E. Haggard, after giving his evidence in chief was questioned by the prisoner:

It was the practice to send an officer to inspect the buildings during their progress?—That is so.

If your statement is correct, and the work was not in accordance with the plan, or was badly done, why didn't the officer stop the progress of the work?—He should have seen the bad work and checked it. I don't know what was the case. I don't know what the officer allowed me to go on using bad materials?—I cannot say.

After the completion of these houses, did you call and inspect them?—Yes.

You were satisfied with the work done?—Yes.

And caused a permit to be issued?—Yes.

After saying the houses were well built, and were in a sound condition, why do you go against your own word now?—Because I had not previously seen the inside of the walls.

Don't you think it is your duty to inspect houses carefully and see that nothing is wrong?—Why don't you cut a wall open and examine it floor by floor?—Because I am not allowed to cut open walls after a work is completed.

Do you remember about six years ago a block of fourteen houses, of which Mr. Danby was the architect, being completed?—After completion the Public Works Department suspected that the walls were badly built; they were cut open, and after that pulled down and rebuilt. I remember those houses.

Why didn't you adopt the same method with the houses in question?—Those houses had big cracks in them.

Then in this case you thought the houses were strongly built?—They showed no signs of failure when I saw them.

His Lordship—In the absence of that Government order would you have cut open the walls?—I most likely should.

But would you?—It was previously the custom to do so.

During the progress of this wall didn't one of the officers of your department inspect the work?—I can't say.

His Lordship (to the Attorney-General)—This man was not erecting the buildings on his own behalf, and he was not the contractor. How are you going to bring the responsibility home to him? According to his evidence he assisted the owner to build the houses, and in a friendly way of way supervised them.

The Attorney-General—In his evidence before the Coroner he practically undertakes the whole responsibility.

His Lordship—Well, I adjourn until to-morrow morning. The case is a little puzzling so far.

The Attorney-General said he did not propose to address the jury as the prisoner was undefended, but he would make some remarks on the legal aspect of the case.

The Court rose until 11 a.m. this morning.

## A TOUR IN THE PHILIPPINES.

LECTURE BY DR. WILDER.

Dr. A. P. Wilder, the American Consul-General, delivered a very instructive lecture on the Philippine Islands, last night, at the weekly meeting of the Union Church Literary and Debating Society. In the course of the lecture Dr. Wilder said:—

These islands are very fertile, and agriculture is the industry. It is significant that Java supports twenty-eight million people.

Effective colonisation there has decreased the death rate and organisation has built up families. To develop agriculture is the economic desideratum in the Philippines and lately an agricultural bank has been started by the Government, private parties having declined the opportunity. This bank will make loans to natives to encourage farming operations. The word fertilizer is never mentioned in the Philippines, unlike China. The Spanish farmers did considerable work in irrigation and some extensive public works are now under way. The 20th century is learning that water is more effective than fertilizer.

Hemp is the chief product of these islands. No other place produces an equally good cordage product. The exports are some twenty millions in gold, the price the United States paid for the islands to Spain, thus fortifying the claim of conquest by the fact of purchase.

Leyte and Samar excel in hemp; Albay and Sorsogon are favorite spots and in remote Mindanao one hundred American planters have a colony in the Davao District, from which excellent hemp is coming to the Hongkong Rope Works. The plant cannot be distinguished from the banana tree by the inexperienced. It needs shade trees to protect it. When cut down it is stripped by hand, some 5 or 6 inches wide and 8 feet long. Many machines have been devised to expedite the stripping process, but the Eli Whitney of this industry has not yet appeared. Locusts do not eat hemp, nor does fire sprout among it and the owner may cut and sell his product at any time during the year. The output has tripled in the last twenty years, and there is no limit. In the Davao District some thousands of the wild men have been encouraged to settle by the planters, and they solve the labor problem to an extent.

The timber resources of the Philippines are fascinating. While the United States boasts of some 600 varieties of trees, the archipelago has over twice that number. Many of them take on a beautiful polish; the hardwood floors of the homes of the well-to-do are beautiful. There are woods equal to mahogany and there is a variety of ebony. Many of the woods are so heavy that they sink in water, and some are so hard that literally it is impossible with ordinary blows to drive a nail in. The round tables six and even nine feet in diameter, common in Manila, could readily be secured for Hongkong.

Of course the bamboo and rattan are common. The mottle is well called "Queen of the Woods." There are some 30 raw mills in the islands, but lack of labour, transportation difficulties and possibly unwise restrictions explain why thus far, even Hongkong gets but little timber from these islands. Mindoro, Samar, Palawan and Mindanao are the chief sources, although half the whole area of the islands is forested. In northern Luzon, in Baguio, where a summer resort is being developed, there are pine forests.

Sugar is another potentiality. Negros and Panay, the Iloilo District are the chief sources of supply. Mr. Taft is not enthusiastic over this industry because it does not develop the people like some others. It is a curious fact that in the largest sugar districts in Cuba the natives are least prosperous. Great capital is needed to work sugar in a large way. Hongkong gets considerable sugar from the islands, although Java is its chief source. The processes in the Philippines are crude, only 50 per cent. of the juice being expressed from the cane; centrifugal plants at an enormous expense not yet being introduced. The soil is admirably adapted to sugar, which can be produced at a very low figure and when the United States encourages the industry by a lower tariff and restores certainty among investors, the output will increase.

Rice is the mainstay of the people for food and it is an absurdity that with such admirable lands the islands should import some six millions of rice a year in Sago rice. Even eggs are imported by the inactive Filipino. This money, sent out of the country, if kept at home, would make a brighter industrial outlook. It should be understood that there is no poverty in these islands as one knows poverty in China. There is no fuel bill to pay, and much food can be had for the picking all the year round. Rice yields in some cases one hundred ffd. but the processes are very crude. The pestilence which swept off three-fourths of the Caribon greatly interfered with the rice output, but even now it is from twenty to thirty million dollars. In 1903, a very bad year, the imports of rice were twelve million dollars gone. The government is concentrating on experimental farms dry cultivation, planting the rice with drills and harvesting it with a self binder, the fields being flooded as needed, but, after all, the Asiatic must work it out his own way. A law compelling every Filipino to grow a certain amount of rice would seem a good one, but compulsory labour is for theorists only in these latter days. The growing of coconuts, from the coconut plant, is universal. There is an increased demand for coconut oil from the product. Coconut trees are ever in sight, especially near the sea. They come to bearing in from seven to five years and it is estimated that each tree averages \$1.00 a year profit. The tobacco industry in the islands is in the hands of a few large companies, some of which sell to monopolies in Spain and Japan. There are very large factories in Manila.

Coffee, of which in 1893 7500 tons were exported, is very little grown now. An insect preying on the stem, appeared, in 1892, and

while science is ready to grapple the pest, there is as yet no revival in this industry although Philippine coffee is said to be of very high quality. The islands carry gold, which is attracting much attention at the present, especially in Northern Luzon; the Igorrotes and others worked copper for centuries; coal and iron are also found. The pearl industry in the southern islands is very profitable to the few and there are many other resources which in good time will come to their own. The imports of the Philippines run from 35 to 40 millions gold a year. The exports are some thirty millions, of which hemp yields two thirds; copra, sugar and tobacco are other items. While Porto Rico enjoys free trade with the United States, these islands have not yet been able to secure it, paying 75 per cent. of the Dingley Tariff imposed on others. Export Duties, forbidden in the United States, are charged on the principal products.

Immediately after the occupation, soldiers were assigned as school teachers and in 1901 548 teachers with degrees came on one steamer. There are now over 800 American teachers and 4,000 Filipino teachers, with 600,000 school children. The school is the principal activity of the towns and the citizens have entered heartily into the idea of uplifting a nation by this plan.

Education, like Christianity is dynamic; it means unrest and ambition; by its nature it was on abatement and error. Education and Christianity alike make for individuality, the development of individuals. Consequently they are dangerous propaganda for those who would obscure those movements. All instruction in the Philippine schools is in the English language and now as many children speak English as ever spoke Spanish. The schools have done more than anything else to inculcate modern ideas. When they began, children of good families came with servants bearing their books. There is a university in Manila, older than Harvard and from it select youth have graduated to reflect great credit; but the educational movement now is for all the people. The people have no literature of their own as yet. There is a Normal School in Manila of 700 pupils with 20 teachers, which is an inspiration for one to visit. There are trade schools in Manila, and in the four other cities of importance. Some hundreds of Filipino youth, chosen by examination, are being sent to America and on their return must serve the Government for as many years as their education abroad cost them. Filipino youth are also being trained in West Point. The matter of education of Asians in America and England is much debated here. Those who have read "The Broken Road," relating the career of an Indian prince, educated in England, who returned unfit for life among his own people, recognise a study along this line, nevertheless many Chinese youth have had the advantage of foreign study and returned to do their own country good. The matter calls for wisdom, but generally speaking, these people should be educated among their own people where they are to do their work. An admixture of foreign study and observation is valuable for those who can stand it and at the right time. The American teacher usually comes out on a two years' contract at \$1,200 gold a year. Some are soon filled with discontent and the frequent change in this and other departments is uneconomic. The English and Dutch and other colonisers come to stay,—to make a life career.

None of the American achievement excel the setting up of proper courts. There is a Supreme Court of seven, headed by a Filipino with three associates of his race—able, dignified and blameless men as one can find in any nation. There is a series of courts of the first instance of 14 judges, about four of whom are Americans, the rest natives. These courts yield good results although it is significant that the Filipinos sometimes petition that an American judge may be assigned them. I met the bar of sixteen Filipinos and one American at Iloilo, the former bright men, educated at Manila and abroad. They are loyal to the Government and enthusiastic. American lawyers who have learned Spanish (court proceedings are in both languages) have prospered in the islands.

In the 700 municipalities are justice courts, headed by a layman, a Filipino, where there is necessarily a good deal of blundering and worse. But it was a great thing when the Filipino was able to know the charge against him, face his witnesses and have a speedy trial on the merits of the case. When one sees these things, he concludes that the anti-imperialists of Boston are wrong. I had the same feeling coasting about the islands at night, where 120 lighthouses are now flashing safely as against 25 in the old days.

The Spanish built 120 miles of railroad on Luzon. Already this system has been extended and railroads are being built on three of the Visayan Islands. The effects are already tremendous in civilising these thickly-populated districts, in bringing crops once sold for what they would bring, to a competitive market. The Government is back of these railroads to the extent of 4 per cent on the bonds. I travelled on all of them. There are not stations every three or four miles. The verdure is constant and rice fields forever in sight. The natives live in huts, which can be put up for ten or twenty dollars, raised on poles to escape the malaria.

Scarcely a day passes when a typhoon does not sweep over the islands. Manila is completing a five million dollar sewer system and Commissioner Worcester claims that the death rate in that city has been reduced two-thirds. The native local health authorities are brought to Manila to be educated in their line. The Agricultural Bureau has experts dealing with the different crops, with stock farms, etc. The ten thousand lepers of the archipelago have been in part segregated on a remote island, the sexes separated and out-door life the rule. I visited a penal colony in Palawan where 500 men from Bilibid, the largest prison in the world, in Manila, live and work outwards. Guards are the trusty prisoners armed with nothing but bolos and one army officer with an assistant controls them all with no show of force. The men are busied in forestry and farming operations. If this can be done with white men, the absurdity of shutting up our fellows so little different from ourselves on the outside must be abated.

Manila harbour has been improved at a cost of millions; 230 acres of made land increases the water front; the telegraph has been stretched over the islands. The Bureau of Science has thirty six men doing the most advanced work. Cholera, small pox and other diseases no longer run unrestricted in this part of Asia. There is cholera in Manila to-day, but you note that it is brought swiftly under control.

Civil service is the rule. The tendency is to insert Filipinos in all the departments as fast as they are ready for it. The aim of a Filipino boy is to pass examinations and get a Government position, whereas it would be better for him to become a planter. However, this tendency is not unknown in the homeland. Whereas the printing office once had 75 Americans, now there are but twenty. The city of Manila is under sharp civil service regulations and an official told me that one of Governor Taft's greatest services was to organize the police force, which carries 800 Americans, on civil service rules, with the result that the police force is more blameless than most cities at home.

THE BRITISH OLYMPIC ASSOCIATION.

ALL CLEAR PROFIT.

An interim audit of the accounts of the British Olympic Association to July 31st has now been made, and, though there is a "finality" about the figures at present available, they prove that the balance sheet, when completed, will be a thoroughly satisfactory one. The total receipts are shown as £18,865, of which public subscriptions furnished £14,029, and the Stadium gate-money yielded £4,834. The expenditure, incurred or provided for amounted to £21,803, leaving an interim balance of £2,060. The expenses of the autumn and winter games have to be met, but it is unquestionable that a substantial surplus will remain to the Association's credit when the accounts are finally adjusted. The Olympic Council state that this fortunate result is due to the munificence of *Daily Mail* readers, whose subscriptions came in the nick of time to provide that hospitality for our foreign visitors which would otherwise have shrunk to a sadly poor and shabby display. All this is clear profit in every sense. John Bull's reputation as a host has been properly maintained; international good cheer, and a solid nucleus has been provided for a much-needed fund to assist British athletes chosen to represent this country at future Olympic celebrations. The only thing one regrets is that the Government, as the nation's official leaders, have not a rather more lustrous record in the matter.

FLOOD FOLLOWED BY CHOLERA.

According to a telegram received from Aparri, the recent storm which swept over the Cagayan Valley was the most terrific for many years. The streets of Aparri are in a terrible plight, a Manila paper says. During the continuance of the floods they were inundated over three feet higher than ever before in the memory of the survivors. When the waters subsided, the majority of the streets were impassable—debris carried from far and near by the torrents, and the putrid corpses of drowned human beings and animals clogging them and loading the air with a most abominable stench. The number of people drowned in Aparri alone is estimated at 200. And the tardiness of the local authorities in dealing with the filthy state of the place has caused another scourge to come upon them. Cholera is stated to have broken out there. Eight cases were reported on October 19, and an additional eight the day following. Twenty cases are also reported at Tuguegarao. October 26, and doubt that number are believed to be in that town, but as yet unreported.

The telegram states that the townspeople of Aparri showed the most utter indifference to the awful state of their streets and houses. The putrid carcasses were left rotting in the sun without a hand being put forth to remove them. Ultimately, a corps of school children was formed to rid the town of pollution and they are now doing the cleaning up.

INDIAN COTTON IMPORTS.

The value of cotton yarn imported into India during the five months of the financial year ended August was Rs. 193 lakhs, or an increase of Rs. 32 lakhs over the figures of the corresponding period of last year. During 1907-08, the total value of the imports was Rs. 363 lakhs, or total weight of 304 million lbs. The weight of the five months' imports of the current financial year is over 304 million lbs. and value Rs. 193 lakhs, as compared with 303 millions lbs. and Rs. 141 lakhs respectively in the corresponding period of last year. The imports of piece goods (grey unbleached), however, decreased, being Rs. 6334 lakhs as compared with Rs. 8299 lakhs in the corresponding period of last year and Rs. 814 lakhs in the previous year. White (bleached) also declined from nearly Rs. 469 lakhs last year to Rs. 378 lakhs. Coloured (printed or dyed) improved, being Rs. 434 lakhs against Rs. 397 lakhs. The total decline in cotton imports was nearly Rs. 2 crores.—*Indian Daily News.*

## SPECIAL BARGAINS

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BY  
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WEBER. RAOHALS.  
HAAKE. KRAUSS.

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MAKERS OF REPUTE

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CASH OR CREDIT.

## ROBINSON PIANO Co., Ltd.

Hongkong, 13th July, 1906.

36

segregated on a remote island, the sexes separated and out-door life the rule. I visited a penal colony in Palawan where 500 men from Bilibid, the largest prison in the world, in Manila, live and work outwards. Guards are the trusty prisoners armed with nothing but bolos and one army officer with an assistant controls them all with no show of force. The men are busied in forestry and farming operations. If this can be done with white men, the absurdity of shutting up our fellows so little different from ourselves on the outside must be abated.

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## SHIPPING.

**ARRIVALS.**  
DUMHILL, British str., 4,783, S. D. Andrews, 24th Oct. Ool.—Bombay and Singapore.  
S. N. Co.  
EMPEROR OF JAPAN, British str., 3,03 S. Robinson, 29th Oct. Vancouver 7th Oct. Ool. General and Freight—C. P. R. Co.  
HATCHEL, British str., 1,126, Passmore, 29th Oct. Ool. General—Douglas, LaPraik & Co.  
HONGKONG, British str., 2,555, T. A. Bainbridge, 29th Oct. Ool.—Fong and Singapore 23rd Oct. Ool. General—Chinese.  
JOSHIN MARU, Japanese str., 707, Y. Kaburagi, 29th Oct. Ool.—Swatow 28th Oct. (General)—Onaka Shosen Kaisha.  
KORANNA, British str., 2,276, J. Beare, 29th Oct. Ool.—Manila 28th Oct. Ool. General—Shewan, Tomes & Co.  
SHAOHONG, British str., 1,807, McIntosh, 29th Oct. Ool.—Shanghai and Amoy 28th Oct. Ool. General—Butterfield & Swire.  
WAKASA MARU, Japanese str., 3,884, N. Nielsen, 29th Oct. Ool.—London via Ports 20th Sept. General—Nippon Yusen Kaisha.

**CLEARANCES**  
AT THE HARBOR MASTER'S OFFICE.  
29th October.  
Helens, German str., for Swatow.

**DEPARTURES.**  
29th October.  
BOURBON, French str., for Saigon.  
FOOKANG, British str., for Amoy.  
HANGSANG, British str., for Canton.  
LARRIES, British str., for Saigon.  
MERAPI, Dutch str., for Samarang.  
ONSANG, British str., for Yokohama.  
SOMALI, British str., for Shanghai.

**SHIPPING REPORTS.**  
The British str. Shaozhong reports: Fresh N. E. wind and fine weather.  
The British str. Hatching reports: Strong N. E. Monsoon, light and clear weather.  
The British str. Delhi reports: Light variable winds to lat. 8° N. then light to moderate N. E. monsoon and strong adverse currents to Cape Varetta thence freshening monsoon with squally weather to arrival.

**VESSELS IN DOCK.**  
October 29th.  
AMERICAN DOCKS.—Usher.  
KOWLOON DOCKS.—H.M.S. Whiting, Sierra Blanca, Suvaig, Hopping, Siam, Ayuthia, Dilly.  
COSMOPOLITAN DOCKS.—Ahi Maru, Nanshan.

**VESSELS PASSED ANJER.**  
October 8, German str. Worms, Schroder.  
October 6, from British str. Islander, Wright.  
October 9, British str. Christmas Island.  
October 7, from Singapore for Christmas Island.  
October 9, Dutch str. Zogor, Wekhoven.  
October 8, from Batavia for Rotterdam.  
October 10, Danish str. Thora, Thomsen.  
September 15, from Celebes for Amoy.  
October 11, Dutch str. Terende, Gantworf.  
from Rotterdam for Batavia.  
October 11, British str. Ulysses, Bevan, Sept. 5, from Liverpool for Batavia.  
October 13, Norwegian str. Borneo, Hansen, from Singapore for Mauritius.  
October 13, British str. Islander, Wright.  
Oct. 10, from Christmas Island for Singapore.  
October 15, Dutch str. Sander, Guthrie.  
October 15, from Batavia for Rotterdam.  
October 16, Dutch str. Tabanan, Le Clercq.  
September 12, from Rotterdam for Batavia.  
October 16, British str. Lillah, Pearl, Oct. 14, from Singapore for Christmas Island.  
October 17, British str. Elrickdale, from East.

**VESSELS ON THE BERTH**  
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

**THE Company's Steamship**  
"HAICHING."  
Capt. Passmore, will be despatched for the above Ports TO-DAY, the 30th inst., at 11 a.m.  
For Freight or Passage, apply to DOUGLAS, LAFRAIK & Co., General Managers.  
Hongkong, 28th October, 1908. 1496

HONGKONG-BOSTON AND NEW YORK  
via PORTS AND SUZ-CANAL.  
(with liberty to call at the Malabar Coast).



**AMERICAN ASIATIC STEAMSHIP CO.**  
FOR BOSTON AND NEW YORK.  
S.S. "INVERCLYDE" ..... On 18th Nov.  
FOR NEW YORK ONLY.  
S.S. "BRAEMAR" On or about 20th Nov.  
For Freight and further information, apply to:  
SHEWAN, TOMES & Co., General Agents.  
Hongkong, 22nd October, 1908. 1414



**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**STEAM FOR**  
Call at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUVA and PORT SAID.  
Taking cargo at through rates to the Brazils to PARANAGUÁ, RIO DE JANEIRO, SANTO AMAR, VITÓRIA, and ATLANTIC PORTS.  
The Company's Steamship

**"CHINA."**  
Capt. Bergaglian, will be despatched as above on SUNDAY, the 22nd November, a.m.  
This steamer has splendid accommodation for passengers, electric light and carries a doctor.  
For information as to Passage and Freight apply to:  
SANDER, WIELER & Co., Agents.  
Princes' Buildings.  
Hongkong, 29th October, 1908. 3

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. via DEUEL PORTS OF CALL.	ASSAYE	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	SUMATRA	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	On 4th Nov.
LONDON, HAMBURG & ANTWERP	DUNHUGHSHIRE	Brit. str.	—	Hildebrandt	SHEWAN, TOMES & Co.	On 4th Nov.
HAVRE, DUNKIRK & HAMBURG via STRAITS, &c.	SAMIA	Ger. str.	k.w.	Selmer	HAMBURG-AMERICA LINE	To-morrow.
HAVRE & HAMBURG via STRAITS, &c.	SURVIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERICA LINE	On 3rd Nov.
HAVRE, DUNKIRK & HAMBURG via STRAITS, &c.	BENEGAMBIA	Ger. str.	k.w.	—	MELCHERS & Co.	On 15th Nov.
MARSEILLES, ANTWERP & HAMBURG, &c.	CANTON	Dan. str.	—	—	BAMBERG-AMERICA LINE	Middle of November.
MARSEILLES, ANTWERP & HAMBURG, &c.	LIEBIA	Ger. str.	k.w.	—	—	On 4th Nov.
MARSEILLES, ANTWERP & HAMBURG, &c.	POLYNESIE	Fr. str.	—	—	MESSAGERIES MARITIMES	On 10th Nov., at 1 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KANAKURA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 11th Nov., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KANAGAWA MARU	Jap. str.	—	N. Ohno	NIPPON YUSEN KAISHA	On 25th Nov., at D'light
NAPLES, GENOA, ALGIER, GIBRALTAR &c.	PRINZESS ALICE	Ger. str.	—	G. Rott	MELCHERS & Co.	On 4th Nov., at Noon.
TRIESTE, &c., via SINGAPORE, &c.	CHINA	Aus. str.	—	Bergaglian	SANDER, WIELER & Co.	On 22nd Nov., a.m.
NEW YORK	PATIAN	Brit. str.	—	—	DODWELL & Co., Ltd.	On 3rd Nov.
NEW YORK	WOLINDE	Ger. str.	—	Mohr	CARLOWITZ & Co.	About 20th Nov.
BOSTON & NEW YORK	BRAMMAR	Am. str.	—	—	SHEWAN, TOMES & Co.	On 13th Nov.
VANCOUVER via SHANGHAI JAPAN, &c.	INVERCLYDE	Am. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 7th Nov., at 4 p.m.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 12th Dec., at Noon.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	MONTAGLE	Brit. str.	—	W. Yagi	NIPPON YUSEN KAISHA	On 10th Nov., at 4 p.m.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	AKI MARU	Jap. str.	—	S. Shotton	DODWELL & Co., Ltd.	On 19th Nov.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	SUVERIC	Brit. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 24th Nov., at 4 p.m.
AUSTRALIAN PORTS via MANILA	IYO MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	To-day, at Noon.
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Brit. str.	—	D. Lenz	MELCHERS & Co.	On 5th Nov., at 5 p.m.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	1 m.	Hood	GIBB, LIVINGSTON & Co.	On 12th Nov., at Noon.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	G. W. Eddy	BUTTERFIELD & SWIRE	On 21st Nov., at 4 p.m.
AUSTRALIAN PORTS via MANILA	WAKASA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	To-morrow, at Daylight
Kobe & YOKOHAMA	COBES	Fr. str.	1 m.	N. Nielsen	NIPPON YUSEN KAISHA	On 28th Nov.
CHINGWANGTAO, JAPAN, AMERICA, &c.	HUICHOW	Brit. str.	—	E. Forsyth	BUTTERFIELD & SWIRE	On 5th Nov., at 4 p.m.
CHEFOO & TIENTSIN	CHOSHUN MARU	Jap. str.	—	A. E. Sandbach	OSAKA SHOSHEN KAISHA	To-day, at 8 a.m.
SHANGHAI via SWATOW, AMOY & FOCHOW	HONGSANG	Brit. str.	—	J. D. Andrews, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 1st Nov., at D'light
SHANGHAI via SWATOW & NINGPO	DEHIT	Brit. str.	—	J. Hands	P. & O. S. N. Co.	To-day, at 4 p.m.
SHANGHAI & KOBE	MOYORI MARU	Jap. str.	1 m.	—	NIPPON YUSEN KAISHA	To-morrow
SHANGHAI & KOBE	CHENAN	Ger. str.	k.w.	Brehmer	HAMBURG-AMERICA LINE	On 1st Nov.
SHANGHAI & KOBE	SITHONIA	Brit. str.	—	J. M. Bay	JARDINE, MATHESON & Co., Ltd.	On 3rd Nov., at Noon.
SHANGHAI & KOBE	HOPKINS	Ger. str.	—	F. v. Binzer	MELCHERS & Co.	About 4th Nov.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	FRANK LUDWIG	Brit. str.	—	J. B. Ferguson	P. & O. S. N. Co.	On 8th Nov., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BERNARD	Fr. str.	—	Guionnet	MESSAGERIES MARITIMES	On 8th Nov., p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ARMAND BEHIC	Dan. str.	—	—	HAMBURG-AMERICA LINE	Middle of November.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SCANDIA	Ger. str.	k.w.	v. Dohren	JAVA-CHINA-JAPAN LINE	On 20th Nov.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SCANDIA	Dut. str.	—	de Bronckers	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TAMAHU	Jap. str.	—	Y. Kaburagi	OSAKA SHOSHEN KAISHA	On 1st Nov., at 8 a.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	JOSHIN MARU	Jap. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KALGAN	Brit. str.	2 h.	—	DOUGLAS LAFRAIK & Co.	To-day, at 11 a.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	HAICHING	Brit. str.	—	Jameson	BUTTERFIELD & SWIRE	To-morrow, at 8 a.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SINGAN	Brit. str.	1 m.	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YUENANG	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & Co.	On 3rd Nov., at 4 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	RUDI	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 7th Nov., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TEAN	Brit. str.	—	E. H. Redger	SHEWAN TOMES & Co.	On 6th Nov., at 4 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ZAYIRO	Brit. str.	1 m.	G. H. Pennafather	BUTTERFIELD & SWIRE	Middle of November.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SUNGLANG	Ger. str.	—	F. Semblil	MELCHERS & Co.	On 13th Nov.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BORBO	Ger. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	To-morrow, at 1 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	WAKAMIA MARU	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 8th Nov., at 1 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KUTANG	Brit. str.	—	E. J. Todd	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LAISANG	Brit. str.	—	Jurriance	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	THILLWONG	Dut. str.	—	—	—	—

## NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.  
Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C. AND TACOMA  
via  
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
SUVERIC	8,235	W. Shotton	On 19th November.
YIMERIC	6,232	F. S. Cowley	On 17th December.
INVERIC	4,789	J. Boyd	On 14th January, 09
BOVERIC	4,445	Methie	On 11th Febr., 09

These Steamers are specially fitted for the carriage of Asiatic Stevedores Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,  
GENERAL AGENTS,  
QUEEN'S BUILDINGS.  
Hongkong, 20th October, 1908.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZESS ALICE" Capt. G. Rott	Wednesday, 4th Nov., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. v. Binzer	About Wednesday, 4th November.
MANILA, YAP, NEWGUINEA, BRISBANE, SAMARAI, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	Thursday, 5th Nov., at 5 p.m.
KUDAT & SANDAKAN	"BORNEO" Capt. F. Semblil	Middle of November.

For further Particulars, apply to  
NORDDEUTSCHER LLOYD,  
MEYER & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.  
Hongkong, 24th October, 1908.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days across the Pacific to the "EMPEROR LINE," saving 5 to 10 days' Ocean Travel.  
12 DAYS YOKOHAMA TO VANCOUVER.  
21 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF JAPAN"	6,000	SATURDAY, 7th Nov.	28th Nov.
"EMPEROR OF CHINA"	6,000	SATURDAY, 28th Nov.	19th Dec.
"EMPEROR OF INDIA"	6,163	SATURDAY, 12th Dec.	5th Jan. 09
"EMPEROR OF JAPAN"	6,000	SATURDAY, 19th Dec.	9th Jan. 09
"EMPEROR OF CHINA"	6,000	SATURDAY, 16th Jan.	6th Febr. 09
"EMPEROR OF INDIA"	6,000	SATURDAY, 13th Febr.	6th March 09

"EMPEROR" Steamships will depart from HONGKONG at 4 p.m. S.S. "MONTEAGLE" and "GLENFARG" at 12 Noon.  
S.S. "GLENFARG" is a Freighter only and does not carry Passengers.  
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.  
Hongkong to London, 1st Class ..... £240, " " " £242.  
Intermediate on Steamers: " " " £240, " " " £242.  
and 1st Class Railways: " " " £240, " " " £242.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct Line.  
R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class.  
Passengers Booked through to all points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. GRADDOCK, General Traffic Agent for China, Corner Pender Street and Praya, opposite Blake Pier.

## MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIC" Capt. Guionnet	On 9th Nov., p.m.
MARSEILLES via PORTS	"POLYNESIE" Capt. Broc	On 10th Nov., 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"DUMBEA" Capt. Boyer	On 23rd Nov., p.m.
MARSEILLES via PORTS	"TOURANE" Capt. Lancon	On 24th Nov., 1 p.m.

Transshipping on the Co's Steamers for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.  
For Further Particulars, apply to—  
P. NALIN, ACTING AGENT,  
Queen's Building.  
Hongkong, 29th October, 1908.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CEYLON, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"ASSAYE,"  
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 31st October, at NOON, taking passengers and cargo for the above port in connection with the Company's s.s. "MOOLTA," 15,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Tees for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "MACDONALTA," due to London on the 12th December, 1908. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 19th October, 1908. 1

## DAMPFSCIFFS-RHEDEEREI "UNION" ACTIEN-GESELLSCHAFT.

FOR NEW YORK.  
(With Liberty to Call at the Malabar Coast.)

## THE Steamship

"WOGLINDE,"  
Captain Mohr, will be despatched as above on TUESDAY, the 3rd November.  
For Freight, apply to  
CARLOWITZ & Co., Agents.  
Hongkong, 23rd October, 1908. 1423

## REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

For NEW YORK.  
S.S. "PATIAN" On 3rd Nov.  
S.S. "WHAY CASTLE" About 1st Dec.  
For Freight and further information, apply to  
DODWELL & Co., Ltd., Agents.  
Hongkong, 21st October, 1908. 1293 1

## EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE.  
Calling at TIORE, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

## THE Steamship

"EASTERN,"  
Captain Hood, will be despatched as above on THURSDAY, 12th Nov., at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 22nd October, 1908. 1485

## THE TIENTSIN LIGHTER CO., LD.

LIGHTERAGE, TOWAGE, STEVEDORAGE, ETC.

THE Company possesses a Fleet of Lighters and Tugs and is prepared to undertake the discharge of steamers, and Lighters between Taku Bar and Tientsin.  
DOCK AND ENGINEERING YARD, TIENTSIN.  
Estimates for all classes of ENGINEERING and Foundry Work, also for Docking and Painting Vessels given on application to  
BUTTERFIELD & SWIRE, Managers, Tientsin.  
Hongkong, 27th October, 1908. 1439



NOTICE TO KOWLOON RESIDENTS  
EXTRA COPIES of Daily Press are on sale daily at the following stores:  
KOWLOON BOK STALL, Ferry Wharf  
Messrs. H. BUTONJEE & SONS, Kowloon Store, No. 36, Elgin Road.  
Messrs. HUNG CHEONG, Elgin Road, Mr. AH YAU, Hongkong Ferry Wharf Stall.



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FROM	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	4 P.M., 30th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE	Noon, 31st Oct.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA	On 4th Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	PALERMO	Noon, 8th Nov.	Freight only.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 30th October, 1908.

# CHINA NAVIGATION CO., LIMITED.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW and SHANGHAI	"KALGAN"	On 30th Oct. Noon.
HAIPHONG	"SINGAN"	On 31st Oct. 8 A.M.
SHANGHAI	"CHENAN"	On 31st Oct. 4 P.M.
MANILA	"TEAN"	On 3rd Nov. 4 P.M.
CHEFOU and TIENTSIN	"HUICHOW"	On 5th Nov. 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 6th Nov. 4 P.M.
MANILA ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 21st Nov. 4 P.M.

MANILA STEAMERS &amp; TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCTION SALOON FARES, SINGLE AND RETURN, TO MANILA AND TELEPHONE 30.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE,

Hongkong, 30th October, 1908.

AGENTS.

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# INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Friday, 30th Oct. 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 31st Oct. 1 P.M.
SHANGHAI via SWATOW & NINGPO	"HANGSANG"	Saturday, 1st Nov. D'light.
SHANGHAI	"HOPSANG"	Tuesday, 3rd Nov. Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Friday, 6th Nov. 1 P.M.

## RETURN TOURS TO JAPAN.

### OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOORSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., LTD.,

Hongkong, 29th October, 1908.

GENERAL MANAGERS.

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# OSAKA SHOSEN KAISHA

## REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI via SWATOW, AMOY & FOCHOW	"CHOSHUN MARU"	FRIDAY, 30th Oct., at 8 A.M.
TAMUI via SWATOW, AMOY & FOCHOW	"JOSHIN MARU"	SUNDAY, 1st Nov., at 8 A.M.

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Fochow, until Further Notice.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 30th October, 1908.

T. ARIMA, Manager.

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# HAMBURG-AMERIKA LINIE HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports, also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	
S.S. SITHONIA	1st Nov.
S.S. SCANDIA	20th Nov.
S.S. ISTRIA	5th Dec.
S.S. BRISGAVIA	17th Dec.
S.S. ANDALUSIA	27th Dec.
S.S. SAKONIA	9th Jan., 09

### HOMEWARD.

FOR HAVRE, DUNKIRK & HAMBURG:	
S.S. SAMBIA	31st Oct.
FOR HAVRE & HAMBURG:	
S.S. SUBVIA	3rd Nov.
FOR MARSEILLES, ANTWERP & HAMBURG:	
S.S. LIBERIA	4th Nov.
FOR HAVRE & HAMBURG:	
S.S. SENEGAMBIA	15th Nov.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 28th October, 1908.

Hongkong Office.

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# EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
HAVRE, DUNKIRK and BALTIC PORTS	"CANTON"	Middle of November.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of November.

For Further Particulars, apply to  
Hongkong, 28th October, 1908.MELOHRS & CO.,  
AGENTS.

# NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	KAMAKURA MARU Capt. H. Fraser, Tons 6126	WED'DAY, 11th Nov., at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KANAGAWA MARU Capt. N. Ohno, Tons 6169	WED'DAY, 25th Nov., at Daylight
SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AKI MARU Capt. M. Yagi, Tons 6444	TUESDAY, 10th Nov., at 4 P.M.
SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	IYO MARU Capt. S. Ishikawa, Tons 6320	TUESDAY, 24th Nov., at 4 P.M.
SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. N. Mathison, Tons 5076	FRIDAY, 30th Oct., at Noon
SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekino, Tons 3817	FRIDAY, 27th Nov., at Noon
SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	WAKASA MARU Capt. N. Nielsen, Tons 6285	SATURDAY, 31st Oct., at Daylight
SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	MOYORI MARU Capt. J. Hands, Tons 3285	SATURDAY, 31st Oct., at Noon
SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	WAKAMIYA MARU Capt. T. Yamawaki, Tons 4421	FRIDAY, 13th November, at Noon

\* Omitting Yokohama.  
† Fitted with Marconi's System of Wireless Telegraphy.  
‡ Cargo only.  
§ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUSUMOTO,

MANAGER.

Hongkong, 29th October, 1908.

# CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

## ALL ROUND THE WORLD LINE.

OUTWARD via SUME:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinsu, (Peking) Tientsin, Kobe, Yokohama, Genoa, to Hongkong in 30 Days.  
NARROWS to Hongkong in 23 Days.  
Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANS-PACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland } via Vancouver  
Passengers to Overland and Europe } 13 Days  
YOKOHAMA to LONDON and PARIS 26 Days

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

## PROPOSED SAILINGS:

= CORSE ... 28th Nov. | AMIRAL MAGON ... 11th Jan. 09

= New Twin Screw, 18,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins.

† Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, Acting Agent,

FRENCH MAIL OFFICE.

Hongkong, 22nd October, 1908.

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# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond.	Manila	On 31st Oct. Noon.
ZAFIRO	2540	R. Rodger	Manila	On 7th Nov. Noon.

For Freight or Passage apply to

SHEWAN, TOMES &amp; CO.,

GENERAL MANAGERS.

Hongkong, 19th October, 1908.

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# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

Head Office for the Far East:—16, DES VOGES ROAD, HONGKONG.

Japan Office:—14, WATER STREET, YOKOHAMA.

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# JAVA-CHINA-JAPAN LIJN

## REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAPAN	First half of Nov.	JAVA	First half of Nov.
TJIMAH	JAVA	First half of Nov.	SHANGHAI	First half of Nov.
TJILATJAP	SHANGHAI	First half of Nov.	JAVA	Second half of Nov.
TJIKINI	JAPAN	Second half of Nov.	JAVA	Second half of Nov.
TJIPANAS	JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.
TJIBODAS	JAPAN	First half of Dec.	JAVA	First half of Dec.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yerk Buildings, 1st Floor.

Hongkong, 30th October, 1908.

Telephone No. 375.

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# SOUTH MANCHURIA RAILWAY

## SHORTEST AND QUICKEST ROUTE BETWEEN CHINA AND EUROPE VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "Korea Maru" (2,877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Kwantung (in connection with Siberian Express trains at Harbin) by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co. (This Service is available after October 25th, 1908)

BRANCH RAILWAY LINES:—  
RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.  
YINGKOU LINE—For Yingkou (Newchwang), 2 hours from Tashiholiar Junction.  
FUSUN LINE—For the famous Fushun Collieries from Sushitun Junction.

ANJUN LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Government Railway.

RAILWAY HOTELS—"YAMATO" HOTELS (Tel. Add.: "YAMATO").

At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANGCHENGZU), and also very shortly at MUKDEN, all managed by the Company and provided with every convenience, luxury, and comfort.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add.: "MANCHU." Codes: A.B.C., 5th Ed., A.I. and Lieber's.

1908

# HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

## ALACRITY, despatch-boat, 700 tons, 4 guns,

3000 h.p., Com. C. T. Fuller, Hongkong.

ASTREA, 2nd class cruiser, 4360 tons, 10 guns,

7000 h.p., Captain F. E. C. Ryan, Hongkong.

BEDFORD, 1st class cruiser, Capt. S. E. Erskine, R.N., Hongkong.

BRAMBLE, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. Hon. R. O. D. Bridgman, Shanghai.

BRITOMART, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. F. B. Noble, Shanghai.

CADMUS, British sloop, 1070 tons, Comdr. H. L. P. Heard, Hongkong.

CHERUB, water tank and tug, 390 tons, 300 h.p., Master B. West, Hongkong.

CLIO, British sloop, 1070 tons, Comdr. G. T. Borrett, Hongkong.

FAME, torpedo-boat destroyer, 310 tons, 6 guns, 5700 h.p., Lieut.-Comdr. Gresson, Hongkong.

FLORA, 2nd class cruiser, 4360 tons, 10 guns, 7000 h.p., Capt. Roland Nugent, Shanghai.

HANDY, torpedo-boat destroyer 275 tons, 6 guns, 4000 h.p., Lieut.-Comdr. B. J. D. Gay, V.C., en route Hongkong.

HART, torpedo-boat destroyer, 275 tons, 6 guns, 4000 h.p., Lieut.-Comdr. G. C. Dickens, en route Hongkong.

JANUS, torpedo-boat destroyer, 280 tons, 6 guns, 3900 h.p., Lieut.-Comdr. C. A. Freemantle, en route Hongkong.

KANT, 1st class cruiser, 8900 tons, 14 guns, 22000 h.p., Capt. G. C. A. Marceau, Hongkong.

KING ALFRED, 1st class cruiser, Flag ship of Vice Admiral the Hon. Sir Redworth Lambton, Commander in Chief, 14100 tons, 18 guns, 29000 h.p., Capt. L. Clinton-Baker, Hongkong.

KINSHA, river gunboat, 615 tons, Lieut.-Comdr. T. J. S. Lyne, Yangtze.

MARLIN, surveying ship, 1070 tons, 6 guns, 1400 h.p., Comdr. F. H. Walter, Jessellon.

MONMOUTH, cruiser, 8900 tons, Capt. G. W. Smith, Hongkong.

MOORHEN, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. C. C. Walcott, Hongkong.

NIGHTINGALE, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. R. S. Roy, R.N., Yangtze.

OTTAR, torpedo-boat destroyer, 385 tons, 6 guns, 6300 h.p., Hongkong.

ROBIN, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. J. White, West River.

SANDPIPER, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. H. R. Tickell, West River.

SHIP, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Alan Dixon, Yangtze.

TAKU, torpedo boat destroyer, Gunner Barlow, Hongkong.

TAMAR, resupplying ship, 4600 tons 6 guns, en route Hongkong.

TEAL, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. H. R. Godfrey, Yangtze.

THISTLE, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. H. T. Atlay, Yangtze.

VIRAGO, torpedo-boat destroyer, 395 tons, 6 guns, 6300 h.p., Commander Stevenson, en route Hongkong.

WIDGON, gunboat, 195 tons, 2 guns, 800 h.p., Lieut.-Comdr. John F. Knox, Yangtze.

WOODCOCK, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. R. V. Cottrell, Dornier, Yangtze.

WOODLARK, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. G. R. Livingstone, Yangtze.

# MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

## CODE WORD, "DOCK." A.I. A.B.C. and Engineering Code Used NEW DOCK NOW OPEN. DOCK No. 2.

Extreme Length... 722 feet.  
Length on Blocks... 513 "  
Width of Entrance on Top... 86 "  
Width of Entrance on Bottom... 88 "  
Water on Blocks at Spring Tide 54 "

DOCK No. 1.  
Extreme Length... 523 feet.  
Length on Blocks... 350 "  
Width of Entrance on Top... 88 "  
Width of Entrance on Bottom... 77 "  
Water on Blocks at Spring Tide 61 "

DOCK No. 3.  
Extreme Length... 371 feet.  
Length on Blocks... 280 "  
Width of Entrance on Top... 68 "  
Width of Entrance on Bottom... 53 "  
Water on Blocks at Spring Tide 22 "

PATENT SLIP.  
Suitable for vessels up to 1000

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS always kept on hand.

THE COMPANY has the powerful steamer "OTURA MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.



